

CONFIDENTIAL

Approved For Release 2002/08/08 : CIA-RDP82-00457R010100210007-3

CLASSIFICATION

SECRET

COUNTRY

Germany (Soviet Zone)

SECURITY INFORMATION

REPORT NO.

TOPIC

Zerbst Airfield

EVALUATION

see below

PLACE OBTAINED

DATE OF CONTENT

DATE OBTAINED

DATE PREPARED 27 December 1951

REFERENCES

PAGES

3

ENCLOSURES (NO. & TYPE)

1 blueprint, 2 sketches on film with negative

REMARKS

Negative forwarded to Washington

SOURCE

1. The newly built installations at Zerbst airfield were accepted by the Soviet construction officer in early November 1951. The construction machinery was scheduled to be removed from the field by late November. Dismantling of the construction sheds of the Bauunion Firm from Dresden had commenced by 5 November.

2.

ton

runway. The off run of the jet fighters was about 1,000 meters, while they required 1,500 to 2,000 meters for landing. The jet fighters generally made 30 to 35 minute flights. They took off and landed individually or in groups of two in short intervals. After taking off, they assembled in formations of two, three or six planes. The jet fighters were parked in two dispersal areas, one immediately east of hardstand M, the second just west of hardstand N. (1) Previously, a mobile radio installation was observed between the runway and the taxiway running north of the runway. During the reported period, this radio installation was located 200 meters south of the runway and about 370 meters east of hardstand M. During night flying, a searchlight, 50 cm in diameter, was in operation on each side of the runway.

3.

Approved For Release 2002/08/08 : CIA-RDP82-00457R010100210007-3

CLASSIFICATION

SECRET

25X1

Zerbst Airfield.

Legend:

- A Runway
- B Taxiway
- C to F Connecting lanes between runway and taxiway
- G Concrete road between the runway and Zerbst-Doeberitz road
- H Concrete road between the runway and Zerbst-Doeberitz road
- J Concrete extension of runway
- K, L and O Turning aprons with a 10 to 15 cm concrete surface
- M and N Hardstands with a 10 to 15 cm concrete surface
- P Concrete connecting lanes to hangars
- Q Parking site with brick pavement
- R Concrete road
- S-1 to S-4 Aprons in front of hangars with a concrete foundation 20 cm thick and an asphalt surface
- T Flight control building
- Y Office building of the Dresden Bauunion Firm, brick structure with screened windows. The building was occupied by Soviet Air Force troops on 23 October 1951.
- Z Low wooden buildings used as storage facilities for construction material of Dresden Bauunion Firm
- EB-3 Underground bunkers used as shelters by guards

The plan is to scale as indicated with the exception of the buildings designated by the letters Y and EB and also those buildings showing the general design.

CONFIDENTIAL

SECRET

25X1

Document No. 7
No Change in Class. <input type="checkbox"/>
<input type="checkbox"/> Declassified
Class. Changed To: TS S C
Auth.: HR 70-2
Date: 0 AUG 1978
By: <input type="checkbox"/>

25X1

25X1
25X1

4. On 13 October, an alert was practiced. There was no flying on 15 October. At 9:16 a.m. on 16 October, a transport plane [redacted] landed and took off at 10 a.m. Landings and take-offs by the same plane were repeated three or four times. At 10 a.m., two jet fighters took off and landed at 10:30 a.m. At 8:57 a.m. on 17 October, four jet fighters took off. These and four other jet fighters which had taken off at 9:03 a.m. landed at 9:45 a.m. [redacted] Flying by jet fighters continued. At 10:24 a.m., the transport plane [redacted] took off and landed at 11:45 a.m. The same maneuver was repeated three or four times. There was no night flying. At about 2 p.m. on 18 October, transport plane [redacted] took off. There was no other flying. The armament of the jet fighters was being zeroed in at the target range. Bursts of three rounds were fired within one or two seconds. On 19, 20, and 21 October, there was no flying. The weapons of jet fighters were adjusted on 19 October. At noon and 12:08 p.m. on 22 October, a transport landed. There was little air activity during the day and night. Aircraft armament was being zeroed in. At 3 p.m. on 23 October, the two transports which had landed on the previous day took off. There was little air activity by jet fighters. On 24 October, there was day and night flying by jet and conventional fighters. Jet fighters flew on 25 October. Two transports, [redacted], were parked at the field. On 26 and 27 October, there was day and night flying by jet fighters. [redacted]

25X1

25X1

25X1

25X1
25X1

5. The Soviet Air Force officer who negotiated with the construction staff of the Dresden Bauunion [redacted] Sentries were posted along the air-field boundaries, at the two aircraft dispersal areas, the underground bunkers, and in front of the hangars.

6. A copy of the Soviet original construction drawing was made. The drawing includes all the installations of the field with the exception of those buildings which were left in their previous status. The latter buildings were mainly billets for EM. [redacted] the locations of the office building of the Dresden Bauunion Firm, three underground bunkers, and two fuel dumps indicated in the construction blueprint. The runway embankment was one meter thick with a 20 cm surface of crushed stones. The runway, 60 meters wide, had existed prior to the beginning of the construction. Its surface which was 15 to 18 cm thick was reinforced by a 13 cm layer of concrete. The concrete cover of the taxiway was 16 cm thick.

25X1

7. The two fuel dumps were fenced in and guarded. They consisted of an undetermined number of underground fuel containers. The Zerbst-Deetz road was blocked.

8. Between 12:30 and 1:30 p.m. on 15 November, a radio installation was observed east of the field. (3) An Adcock DF station was located about 1,300 meters from the eastern end of the runway.

9. [redacted]

25X1

Field Comments.

- (1) For location of hardstands, see annex 1.
- (2) Since 2 October 1951, the field has been occupied by two fighter regiments which had arrived from Koethen.

25X1

[redacted]

25X1

CONFIDENTIAL

~~CONFIDENTIAL~~

25X1

- (3) For sketch of the radio mast installation, see annexes 2 and 3. Similar installations are reportedly at several airfields. The sketch indicates that the middle mast was not a radio mast as previously reported, but an obstacle mark.

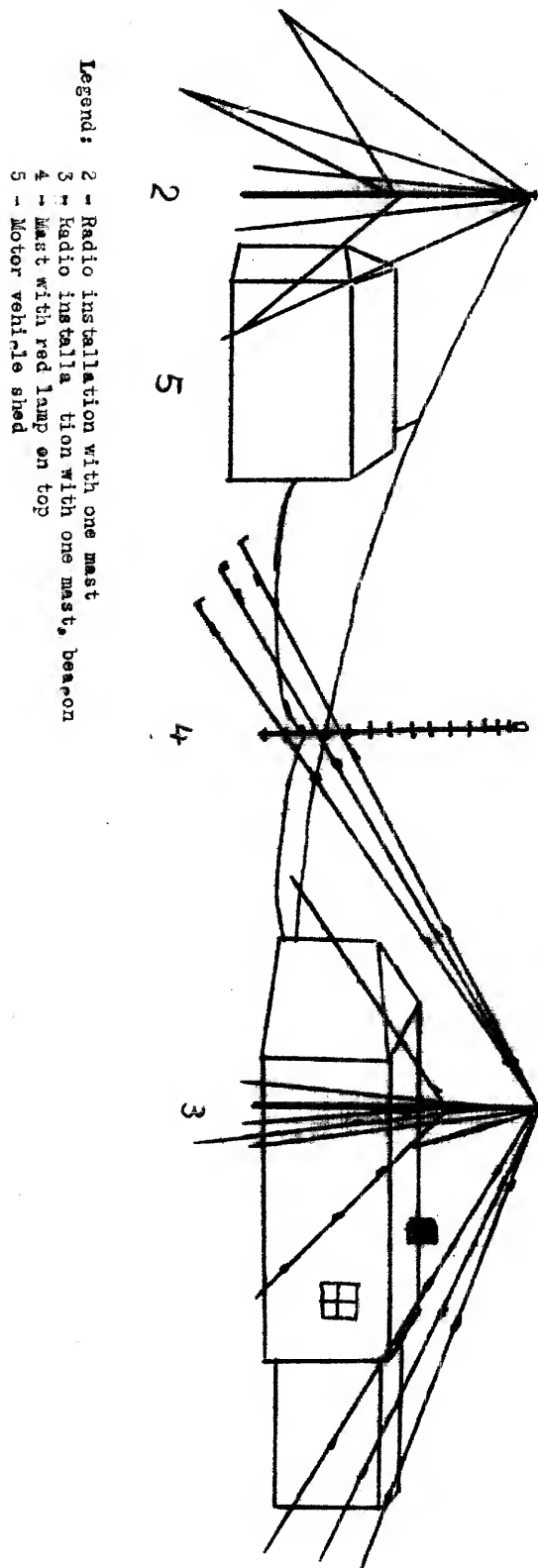
~~CONFIDENTIAL~~

25X1

25X1

~~CONFIDENTIAL~~

25X1



Radio Installations at West Airfield

25X1

~~CONFIDENTIAL~~

25X1